



Rail Enhancement Fund
Project Application Form

Internal Use

DRPT Tracking #

Date: April 4, 2008

Name of Applicant (Name and Address)

Norfolk Southern Railway Company
Three Commercial Place
Norfolk, VA 23510

Applicant type:

- ☐ Passenger Railroad
☒ Freight Railroad
☐ Locality
☐ Business
☐ Other _____

A. Contact Information:

Responsible Person/Title:

Robert Siik, Group Manager Service and Assets, Intermodal Department

Telephone: 757-664-5153 Fax: 757-823-5789 Email: rcsiik@nscorp.com

Project Manager/Title: same

B. Project Title: Heartland Corridor – Central Corridor Components
Cove Hollow Road Amendment

D. Project Location: (City/County, Rail line, Railroad Mile Post, attach map)
Elliston, VA. Montgomery County. N-275

E. Owner of Property/Right-of-Way/Facility/Personal Property:
Norfolk Southern Railway Company owns the mainline track rights-of-way, tunnels, bridges, and related appurtenances. NS or an affiliate will acquire any property required.

F. Responsible Party for Continuous Maintenance of Project:
Norfolk Southern Railway Company.

G. Project Information:

1) Description of Project:

The Heartland Corridor project consists of five main components: (1) Removing obstacles along the NS mainline between the Port of Virginia and Columbus, OH (via Williamson WV) to allow for the movement of doublestacked 9.5' high containers via rail, (2) The construction of an intermodal facility in the Roanoke region, (3) The construction of an intermodal facility near Kenova, WV, (4) The

relocation of trackage in Suffolk, Chesapeake, and Portsmouth serving the sites of the new APM/Maersk Portsmouth marine terminal, now under construction, and the future fourth marine terminal for Virginia Port Authority at Craney Island in Portsmouth, and (5) The construction of an intermodal facility near the Columbus, Ohio, Rickenbacker freight airport.

The Central Corridor Components of the Heartland Corridor project consist of components (1), (2), and (3). The Central Corridor Components are the key portions of the Heartland Corridor, and bring important benefits even without the track relocation and Columbus intermodal facility components.

This application applies to the construction of an intermodal facility in the Roanoke region (2). Of the ten potential sites reviewed, the Elliston site is the only site which meets all DRPT criteria and supports NS requirements for operational efficiency, safety, service, and economy. When the original Heartland Corridor Central Components application was submitted in October 2005 and funded in December 2005, the specific site for the facility had not been identified. Now that Elliston has been identified as the NS preferred site, it has been determined that the Cove Hollow Road will need to be relocated in order to accommodate the facility. This amendment to the original project is to relocate and construct Cove Hollow Rd around the facility and over the Roanoke River to reconnect the road to Rt. 460.

- 2) Project Objectives:
Relocation and reconstruction of Cove Hollow Road.
 - 3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program: Amendment to Rail Enhancement Fund Application 76506-01 Heartland Corridor Central Corridor Components.
 - 4) Describe the Public Benefits of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A). Same as identified in REF 76506-01
- A) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.

H. Type of Project:

- 1) ☒ New Construction ☐ Rehabilitation ☐ Study
- 2) ☐ Rail Infrastructure ☐ Rail Facility/Station
☐ Equipment/Rolling Stock ☐ Signals/Communication Equipment
- 3) Other relocation and construction of road (including bridge over Roanoke River)

I. Application Scope of Work Covers:

 X Entire Project A Phase of a Multi-Phase Project Completion Phase

J. Project Budget Summary:

Land \$1,500,000
Bridge \$ 750,000
Road \$4,050,000
Total \$6,300,000

K. Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

L. Rail Enhancement Funds Requested in this Application: \$4,410,000

Maximum 70% of Total Project Budget. 70%

Do not include any previous allocations or future phases.

M. Local Match Required by Applicant: \$1,890,000

At least a minimum 30% of Total Project Budget. 30%

If Overmatch, Provide Percentage

1) Match breakdown by Source (Including any in-kind match)

- a. Provider of Local Match Norfolk Southern
- b. Status (confirmed/anticipated) confirmed
- c. Attach justification for value of in-kind match.

2) Other Funding Sources Beyond Match Requirement

- a. Provider of Overmatch
- b. Status (confirmed/anticipated)

N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.

Reference Heartland Corridor Schedule

O. Statement of how this project promotes or does not preclude dual/multi-access use.

The Roanoke Region Intermodal Facility will be operated and rail served by Norfolk Southern. It will be open to any shipper wishing to ship intermodally, and neutral to all trucking and drayage firms providing highway transportation. The facility will offer intermodalism to a region where it is unavailable today.

P. List additional users of rail line, facility, and/or equipment:

Additional users of Roanoke Region Intermodal Facility: trucking and drayage firms wishing to provide the portion of highway transportation of an intermodal shipment.

Q. Identify any possible environmental or other issues/concerns within the scope of this project.

None known at this time.

Required Attachments: Reference attachments supplied with original Heartland Corridor Central Corridor Components Application REF 76506-01

Application is not complete without items 1-5 completed by the Applicant and submitted with the Application.

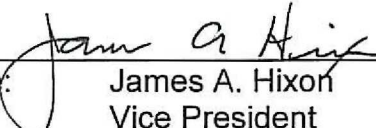
1. Attachment A – Project Data Information Form (provided)
2. Attachment B – Application Checklist (Provided)
3. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D).
4. Certification of Match/% of Match/Documentation of Source of Match including Defined Match Source (To be provided by Applicant).
5. Certification of Additive Investment (To be provided by Applicant).
6. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.
7. Statement by the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner).

Application and Attachment Certification

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

Authorized Signature and Title:

NORFOLK SOUTHERN RAILWAY COMPANY


Name: James A. Hixon
Title: Vice President

Date: April 4, 2008

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director
Virginia Department of Rail and Public Transportation
1313 East Main Street, Suite 300
Richmond, Virginia 23219